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Our new stock of hats comprises the greatest selection this store has shown in many seasons.

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"DUB-SUB" INDIARUBBER

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HOSE.

STOCKS-CARRIED.

SAIGON FREIGHTS.

The Société des Affrèteurs Indo-Chinois, of Saigon, in their freight market report for the fortnight ending October 28th, say:—

Our freight market weakened considerably since we issued our last circular and the expectations that the Saigon-Hongkong-Canton rates would be maintained at the higher levels did not eventuate. In fact, the large tonnage chartered previously and all arriving almost simultaneously at destination, caused prices and freights to collapse.

We have no fixtures at all to report, as having taken place during the period under review except just one Admiral Line steamer calling here which was taken up at 20 cents to 22 cents per picul in Hongkong only.

All vessels on the berth at present and loading here, were fixed during the previous fortnight and last reported.

The Java rice market continued active and we hear of more cargoes having been sold but as there is plenty of tonnage offering by the Java-China-Japan Line, most of these parcels have been booked by this Company.

It is also reported that Shanghai buyers have been making enquiries of late for quite large quantities of rice, but whether any actual sales have been made, we have not heard. Our rice market is very firm and it is difficult to sell unless buyers will meet limits here at present.

Quite a lot of enquiries have also been received from Cuba and some transactions effected, but it is yet very troublesome to enter into large business owing to the advanced rate of freight, now in force. It was at the same time impossible for sellers to make October-November shipments as no more vacant space is available for October, whilst November tonnage is quoted too high, and buyers will not just yet meet limits quoted here.

For large parcels justifying fixing outside tonnage at lower than Conference rates, merchants are considering business, but the main difficulty to-day is the loading dates given by owners which do not agree with conditions. If buyers will in the meantime accept November-December loading it is probable that a charter will eventuate of a large carrier for Cuban Ports; on the basis of 37/6 sterling per ton.

We have not heard of any new fixtures of tonnage for Europe effected locally and the few steamers due shortly to load for European Ports were nearly all fixed in London on the basis of 25/- up to 27/6 per ton of 20 cwt.

SAIGON-HONGKONG-CANTON.—Owing to congestion of the rice market at these ports prices in consequence declining our Chinese operators have not fixed any steamer that we know during the fortnight under review. Some attempts were made to fix tonnage, but ideas did not agree and no actual business was concluded. What tonnage is on the berth to-day was all fixed previously, and it gives ample space for what little cargo is being shipped. We quote rates to-day on the basis of 22 cents up to 27 cents Saigon to Hongkong and Canton respectively.

Chinese regular steamers are booking cargo at 25-30 cents respectively. Vessels on the berth: S.S. *Glynn* (fixed at 20-22 cents to Hongkong), S.S. *Tuan Heng*, S.S. *Derwent*, S.S. *Huiping*, and vessels due next week all previously fixed: S.S. *Shanti* substituting the *Ningpo* and the S.S. *Wuhu* reported in our last circular.

SAIGON-SHANGHAI-NORTH CHINA.—There are enquiries for quite large parcels of rice for Shanghai, but we have heard of no actual transactions taking place. For small lots, however, the Messageries Maritimes are quoting \$6.50 per ton as previously reported, but they will have no available tonnage this week owing to the sailors' strike in France which delayed the departures of their steamers. We dare say tonnage could be fixed, if offered here at the above rate, owner paying landing charges at Shanghai.

SAIGON-JAVA.—More rice business is reported to have been done the past week for Java, for prompt shipment principally, but ample tonnage can be found at present to lift all parcels so far sold, the Java-China-Japan Line offering their largest carriers to meet any demand and they are quoting rates at Guilders 0.30-0.35 cents per picul. Vessels on the berth: S.S. *Tjikarang*.

SAIGON-CUBA-NEW YORK.—Considerable enquiries for rice have been received here lately and we hear a few small parcels have been sold for October and November loading. For larger business, however, merchants are looking for outside tonnage, which we dare say could be found at rates much lower than that quoted by the Shanghai Conference, viz.: Gold \$10 per ton. Quite an important business is under consideration at present if both buyers and sellers will agree to dates given by the shipowners. For October shipment the S.S. *Ethan Allen* now on the berth has found sufficient cargo to fill all her available space and the S.S. *Hanover*, for November loading, has also effected fair bookings so far, promising to fill up before long.

Merchants state that all new business was very difficult owing to Cuban buyers not quite agreeing with the advanced freight rates and if the Hongkong market does not compete with us, we have still hopes of doing all the business from Saigon even at the high freight rates now in force. For larger parcels, however, buyers will naturally charter their own tonnage.

Vessels on the berth: S.S. *Ethan Allen*. Vessels due next month: S.S. *Hanover*. SAIGON-EUROPE.—Business is reported to have been done with Europe, but freights were fixed in London principally. A couple of "Glen" boats due shortly have all been chartered in the London market to load here. We quote rates to-day at 25/- up to 27/6 sterling per ton at which some tonnage could, no doubt, be fixed if offered for early shipment.

(Continued at foot of next column.)

CHINA AND JAPANESE POST OFFICES:

THE OFFICES IN SOUTH MANCHURIA.

In an interview with Mr. Kiji Amai, Secretary-General of the Japanese Delegation to the Sino-Japanese Postal Conference, recently, Reuter's representative asked the following questions and received the following replies:—

What Japanese post offices in South Manchuria are to be withdrawn?—It is contemplated to withdraw, in accordance with the Washington resolution, post offices other than those in the leased Territory of Kwantung and the South Manchuria zone.

Has China made any proposal respecting the post offices in the railway zone?—China has asked for an expression of the Japanese opinion on the meaning of the Washington resolution regarding the railway zone.

Is it true that the Chinese Delegates presented at the conference a demand for the withdrawal of the Japanese post offices in the railway zone?—No. China presented no such demand at the Conference. Nor is there any reason why such a question should be discussed at the present conference, because, first of all, Japan agreed at the Washington Conference to the resolution concerning the withdrawal of the foreign postal agencies in China on the understanding that it did not apply to her leased territory and the railway zone, and the resolution was adopted in that sense.

Consequently, as far as Japan is concerned, she has but to carry out her part in the resolution with that understanding. Furthermore, in the second place, while the Japanese delegates are commissioned at the present conference to make arrangements for the execution of the Washington resolution, as just mentioned, they are not authorized to alter such resolution.

But if China refuses in the future to recognize the Japanese post offices in the railway zone what course will Japan take in the matter?—If China unfortunately chooses such an attitude it will merely mean that China herself will be attempting to prevent the execution of the resolution which Japan is prepared to carry out in the interests of China. In such a case there would be but one course open to Japan, namely, to defer the carrying out of her part in the resolution until China recognizes her obligations under the resolution.

Do you think there is any intention on the part of the Chinese to bring up a general question regarding the railway zone with this particular question as a starting point?—Not at all. What we are concerned with at present is whether or not the Washington resolution prohibits our post offices in the railway zone, not with the question of what Japan's rights and interests are in the railway zone.

THE SINCERE COMPANY FINED.

A LONG-STANDING NUISANCE.

A representative of the Sincere Co. appeared at the Magistracy, before Mr. Lindsell, yesterday morning, in answer to a summons issued by the Public Works Department, for failing to abate a nuisance.

Mr. Neville, inspector, prosecuted and said that dirty water flowed from the roof-garden of the Company's premises into the side channels of Crown Land.

The representative of the Company informed his Worship that they had placed the matter in the hands of their architect and that the nuisance to a large extent had been abated. They were under impression that the architect had the matter in hand. All the reminders received from the Public Works Department had been forwarded to the architect.

Mr. Lindsell pointed out that the Company's responsibility did not end by employing an architect. It was their business to see the matter carried out. He imposed a fine of \$10 and made an order for the nuisance to be abated within three days.

"WAY DOWN EAST."

Greatly beloved among those who make a business of writing melodramas is the trusting young female who takes the wrong turning and, getting back on to the right path again, discovers that in the meantime the world has turned against her. Of this type is the heretofore "Way Down East," the great Griffith film which the Coronet is showing to crowded audiences just now, but with deft touches which stamp his art as the hall-mark genius, the master producer has re-estimated an old and battered theme and made of it a new and unending story.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The contain a decided eye irritant. A dust from sections of the local roads gestation for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxel, Fienzel, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 63, Queen's Road Central, (opposite to the Singer Sewing Machine Company.—Adv. 1101)

Vessels on the berth and due early November: S.S. *Glenogle*, S.S. *Knight of the Garter* and the S.S. *Glenamoy*.

(Continued at foot of next column.)

SCIENTIFIC DETECTION OF CRIMINALS:

MR. E. R. DOVEY TELLS HOW IT IS DONE.

"Scientific methods of detecting criminals" was the subject of Mr. E. R. Dovey's lecture to the Church of England Men's Society at the Cathedral Hall on Tuesday. Though why such a body as the Church of England Men's Society should want to know anything about crime, the lecturer confessed, passed his comprehension. Perhaps the Chairman (the Rev. H. Copley Moyle) was right in thinking that, as so many robberies occurred in the Colony just now, people were interested, consequently, in the detection of criminals. It might be a sign of original sin, but we were all more or less attracted to the subject: like the old lady, we "enjoy a murder with our tea."

Our local criminologist deprecated the tendency to romanticise crime and crime, but his scientific treatment of the theme imparted quite as great, though doubtless, a more wholesome interest. Speaking of early methods of identifying criminals Mr. Dovey recalled the passage in Dickens which relates how Mr. Pickwick "had his portrait taken" in the Fleet Prison, by the process of being stared out of countenance by the turnkeys. In 1880, the anthropometric system of Bertillon was inaugurated; this depended on the fact that the length of certain bones did not vary much—or was thought, then, not to vary much—during adult life. The method had disadvantages and broke down—notably in India—when carried out by native officials who were not careful enough of the measurements they took.

THE UNCHANGING FINGER PRINT. In 1888 Sir Francis Galton suggested to the British Government the method of finger prints. A combination of the anthropometric and finger print systems was in vogue until about 1900 when the first was dropped entirely and the finger print method, only, was followed.

Finger prints, said Mr. Dovey, "are seen to be the thing Bertillon was looking for; the one constant feature, fully developed in the newly born babe and unchanging all through life. Of course the size of the pattern changes, but the pattern itself does not change. Even a bad wound does not alter it; or, if it does, it leaves a mark which is itself a positive means of identification."

With the help of lantern slides the lecturer explained methods of classifying finger prints. It seemed a little complicated, but Mr. Dovey assured his audience that the system was so simple that any person of average intelligence, after one hour's instruction, could go into Scotland Yard and pick out any one of the eight to ten thousand records there, within ten minutes. In fiction and in fact, the possibility of fictitious finger prints being made—by means of a rubber stamp, for example—had been discussed. Mr. Dovey said there was an infallible test of a genuine finger print. The sweat glands left dots between the ridges; these glands opened and closed so that in successive finger prints the position of the dots would vary. If the dots remained constant in successive prints, ostensibly by the same fingers, those prints were faked.

INFINITESIMAL CHANCES OF ERROR. The possibility of two finger prints being the same in every respect the lecturer said could be expressed mathematically as the chances of one in 40,000,000,000 (forty-six thousand million). Over 70,000 identifications had been made at Scotland Yard, with no known case of error. Mr. Dovey told a story of a farmer who was so badly mutilated in a railway accident as to be unrecognisable. His hands were intact, however, and, as a last chance of identification, finger prints from them were sent to Scotland Yard. It so happened that the till-then "unknown" had a shady past; one blot upon his escutcheon had brought his name into the Scotland Yard library of "human documents." As Mr. Dovey neatly expressed it, "If the man had led an entirely blameless life, he must have been buried in a nameless grave."

Passing from methods of identifying criminals, Mr. Dovey devoted some time to a consideration of laboratory methods of detecting criminals and ran through an impressive catalogue of articles which might come within the scope of a criminologist's examination. Wide general (and peculiar) knowledge was also necessary; for example a forged document had often been detected through the knowledge that the paper on which it was written was not manufactured until years after the document purported to have been signed. The lecturer told a quaint story illustrative of the credulity even of educated men. A mathematician living in Paris, who had a craze for acquiring "rare" documents, bought a great many from a man who said he was employed in the Paris Library. The collector paid this man, in the course of years, over 100,000 francs for such interesting manuscripts as the "last words of Socrates," the "letters of Judas Iscariot" and a tract for which the world has often longed—the impressions of Lazarus on his return from the dead. Curiously enough, all these manuscripts were written in French!

DETECTING A FORGERY. Mr. Dovey pleased his audience by giving them an opportunity of doing a piece of detection for themselves. On the screen was shown a photograph of a promissory note for \$1,000. The Chinese who drafted it realised that the signatory might recognise figures but relied on his ignorance of written English words, and wrote "1000.00" (One thousand dollars), afterwards inserting a "nought" in the space where he had deliberately left room to do so. The next slide showed a much enlarged photograph of the two last noughts of the \$1,000 and the audience could see for themselves the place where the ink of the forgery overlaid the older ink of what had previously been the last nought. On the subject of handwriting, generally, Mr. Dovey indicated that the days were over when so-called "handwriting experts" went into the witness box and said "I am a handwriting expert and I say it is, or is not, so." Now, the witness on handwriting put a mass of scientifically adduced data before a jury and left them to form their own conclusions.

The lecturer told some interesting stories on the branch of his subject relating to poisons, and concluded with an account of a recent local case in which the crime of arson was brought home to a man through an examination of dirt from his finger nails. In a certain house, a brick had been dislodged and a trail of gunpowder laid to start a fire. The material scraped from the man's finger nails showed traces of brickdust and of all the four ingredients of gunpowder.

A little exhibition was given, afterwards, of articles which all had some connection with crime. "These daggers," said the lecturer, flourishing a handful, "have all been used to commit a murder in Hongkong. This is a Chinese bomb." Just then, it slipped from Mr. Dovey's fingers and crashed to the ground. However, no report followed, or this one, of the lecture, would probably not have appeared.

INTIMATIONS

Shining eyes
and glossy curls

—of your little boy or girl.

that will not forever stay

capture in pictures TO-DAY

We have the secret

of an outfit you

want. Let us

show it to you.

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DAIRY FARM NEWS.

If you want—

QUALITY.

ECONOMICAL CUTS

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POPULAR PRICES

GIVE OUR

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A TRIAL.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RV, TH, TU, VC.

WANTED.—Britisher, having twelve years Commercial experience in Far East, in charge of large Import and Export Firm for several years in Hongkong, is open for engagement and can bring at once First Class Connections in all Principal Cities Europe, U.S.A., etc. New undertaking preferred. Will only take charge. Reply Box V.K. c/o Daily Press Office. [270]

TO LET.—No. 2, Queen's Road Central (Ground Floor). Suitable for Banks, Mercantile Firms, Bars, etc., etc. For particulars, Apply to BANK OF EAST ASIA, LTD. [269]

TO LET.—3 Spacious FRONT ROOMS, suitable for Offices, on Top-floor of 6, Queen's Road Central. Apply to GANZ, PRICE & Co., Ltd. [268]

FOR SALE.—7/8 POWERPLUS INDIAN. Electrically Equipped, about 1,850 miles perfect running order, spare plugs, valve, tubes, sprockets, oil, and Aviation spirit, \$650. Apply Box V.L. c/o Daily Press Office. [267]

FOR SALE or TO LET.—Furnished "MIMOROR," Barker Road, near the Tram Station. Apply to DAWSON, RAY & GIBBS. November 14th, 1922. [266]

TO BE LET.—GODOWN.—Spacious Two storied Godown, situated on the Fringe near Hongkong Canal and containing approximately 6,000 square feet on each floor. To be let to the end of the year—Apply 2, Office of this paper. [23]

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(Continued at foot of next column.)

NEW ADVERTISEMENTS

THE HONGKONG JOCKEY CLUB.

THE HALF YEARLY MEETING of MEMBERS will be held on WEDNESDAY, 29th NOVEMBER, 1922, at 12.30 P.M. at the JOCKEY CLUB ROOM, HONGKONG CLUB ANNEX.
Business—Election of Stewards. [1780]

FOR SALE.

FURNISHED or Unfurnished occupation by 30th November. "HOLMDALE" 41. Peak—3 Reception-rooms, 4 Bedrooms, 4 Bathrooms with Gas Heaters, Large Hot Room, Public House, Tennis Court, Kitchen Garden, House wired for Light and Heat.
Apply
BEVINGTON,
c/o BRADLEY & CO., LTD.
[1778]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 3 storied brick and concrete building suitable for office and godown.
Further details apply.
495] W. G. HUMPHREYS, & CO.

MORTGAGE INVESTMENTS WANTED.

MESSRS. DEACON, LOCKER, DEACON & HARTSON, of No. 1, Des Vaux Road Central, Solicitors, have for Investment the sum of \$250,000.00 and are prepared to consider Applications for the Advancement of the same on First Class Mortgage of House Property. [1772]

MARINE SURVEYOR.

A SURVEYOR of Damaged Cargo, who has had First Class Experience is required by the Undersigned. State Experience and Salary required to
L. MOORE & CO. LTD.
(Established 1874).
Shanghai.
Agents for
TOPPIS & HARDING,
Lloyd's Surveyors. [1773]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of Nov. 1922, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the OFFICER ADMINISTERING the GOVERNMENT, of one Lot of CROWN LAND, at Pokfulam, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents	Annual Rental	Upset Price
Lot No. 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.				

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PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents	Annual Rental	Upset Price
Lot No. 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.				

The CORONET.

2.15, 3.30 AND 9 SHARP.

WAY DOWN EAST.

KOWLOON THEATRE.

5.45 AND 9.15.

ADVENTURES OF TARZAN.

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

THE FIFTH GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, NOVEMBER 18th, commencing 2.45 P.M.
The charge for admission to the Public Enclosure will be \$1.00. Soldiers and Sailors in uniform half price.
Members are advised that they must show their Gymkhana Season tickets to obtain admission to the Members' Enclosure.
Each Member has the right of introducing 2 non-members to the enclosure, ticket for whom can be obtained from the Secretary at \$5.00 each up to Friday, 17th November.
The Stewards invite the Ladies of Hongkong to be present. [1718]

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA is fixed for SATURDAY, DECEMBER 2nd, 1922. Draft Programmes and Entry Forms may be obtained at RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.
Special St. Andrew's Programme.
Entries close on 20th November, 1922. [1745]

KOWLOON TONG & NEW TERRITORIES DEVELOPMENT CO., LTD.

ALL CLIENTS who have provisionally applied for a House are requested to call at the Offices of the Company on or before the 30th NOVEMBER between the hours of 10 A.M. and Noon for the purpose of signing their purchase agreements.
Deposits in respect of the sites allocated at the rate of 25 cts. per square foot will then be required.
A. H. K. COBB,
Secretary.
Union Building,
Hongkong, 8th November, 1922. [1739]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY
Situated
No. 13, WING HING STREET,
VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT
On
THURSDAY,
The 30th Day of Nov. 1922, at 3 O'CLOCK P.M.

By
Messrs. LAMBERT BROTHERS
At Their Office, DUNDAS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situated at Victoria in the Colony of Hongkong, and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a servicing lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situated in or upon the said premises and at No. 1 Gordon Street.
Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Vaux Road Central,
and
Messrs. LAMBERT BROTHERS,
Auctioneers.
[1237]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "AOATENOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 11th November.
Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and noon within the free storage period.
No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 17th Nov. will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 1st Dec., or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th November, 1922. [1782]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "MERIONES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 14th November.
Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and noon within the free storage period.
No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 20th Nov. will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 4th Dec., or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th November, 1922. [1770]

INTIMATIONS

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

THE "EMPEROR OF CANADA" will be despatched from the Wharf at Kowloon at 2.00 P.M. FRIDAY, the 17th Inst. Passengers may proceed on board for Tiffin. [1786] C. P. S. Ltd.

UNIVERSITY OF HONGKONG.

A PUBLIC LECTURE by Dr. C. K. EDMUNDS (President of the Canton Christian College) will be given under the auspices of the Arts Association on THURSDAY, the 16th NOVEMBER, at 5 P.M., in the Great Hall.
SUBJECT:
"SOME PHASES OF PERMANENT RELIEF FROM FAKING CONDITIONS IN CHINA." [1768]

FIRST CHURCH OF CHRIST, SCIENTIST, HONGKONG.

Announces a
FREE LECTURE ON CHRISTIAN SCIENCE
By
CHARLES I. ORNSTEIN, C.S.B., of Syracuse, New York.
Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist in Boston, Massachusetts.
In
THE CHAMBER OF COMMERCE ROOM, CITY HALL,
On
MONDAY, NOVEMBER 20th, 1922, at 5.30 P.M.
THE PUBLIC IS CORDIALLY INVITED TO ATTEND. [1758]

SOCIETY OF ST. VINCENT DE PAUL.

39th ANNUAL "AL FRESCO FETE" to be held on the 10th DECEMBER, 1922.

MOTOR CAR DRAW.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

POLLING DAY IN GREAT BRITAIN.

BIG POLL NOT EXPECTED.

LONDON, November 15th.

The general election campaign of 1929 concluded last night with a torrent of political oratory which, taken right through has not been paralleled in previous contests.

The polling began at seven o'clock in the morning and in some constituencies will continue till nine o'clock to-night, but in the majority of divisions the usual twelve hours—8 a.m. to 8 p.m.—are being observed.

The fog, which has enveloped London during the past seventy-two hours shows signs of lifting. If it does lift it will remove one of the dismal conditions of a typical November day likely to deter women from proceeding to the poll.

Nine million are qualified but the women vote is regarded as a most uncertain factor in to-day's uncertainties. Incidentally in South Kensington female voters outnumber the men.

A heavy poll is generally not anticipated owing to the shadowiness of the issues dividing the Conservatives, Liberals, and National Liberals, and the complexity of the relationship between them. One point on which they are all settled, however, is setting a strong face against the Labour party's return. The condemnation of the capital levy proposed by the Labour Party has been the clearest note of the non-Labourites throughout the campaign.

The chances of notable candidates are canvassed in the newspapers. Even some friendly to the Premier, notably the *Daily Express* are not too comfortable about the prospects of his return for Glasgow. The position of the Unionists and National Liberals in Scotland is generally held to be favourable.

EARLIER CABLES.

REPARATION PROPOSALS.

TEXT OF GERMAN NOTE.

BERLIN, November 14th.

The German Note to the Reparations Commission is expected to be published to-day. The main feature is the Reichsbank's offer, reported yesterday. According to the newspapers, the Note also demands a definitive settlement of Reparations and a three or four years moratorium. Germany, in return, will undertake to increase her production by prolonging working hours, to economise by a reduction in the number of officials, and to issue an internal loan.

LATER.

The text of the German Note generally confirms the forecasts. The moratorium would apply to payments in cash and in kind, though readiness is expressed to continue deliveries in kind so far as not to entail any increase in the floating debt. A milliard gold marks will be advanced by the Reichsbank and foreign banks. The sum would be administered by an independent board.

An internal loan would be issued when the stabilisation of the mark had sufficiently advanced. Half the proceeds of the latter and the whole of the foreign loan would be utilised to cover the Treaty payments in cash, and in kind, while the other half of the internal loan would be applied to the German budget.

Germany promises administrative economies and to avoid unproductive expenditure; also to take measures to increase production, while retaining the eight-hour day as the normal working day; and to restrict the importation of luxuries and alcohol. She demands equal economic treatment for Germany, and proposes a conference of international financiers regarding the granting of credit to Germany.

THE CHILIAN EARTHQUAKES.

FURTHER SHOCKS FELT.

SANTIAGO DE CHILE, Nov. 14th.

Belated reports indicate that the fatalities in the earthquake considerably exceed a thousand. It is reported from Valparaiso that six hundred dead have been counted there. Many bodies are believed to be lying among the debris, and it is expected that the fatalities there will total a thousand. Strong earthquake shocks were felt at La Serena and Constitución last night.

JAPANESE PRINCESS.

ARRIVES IN FRANCE.

MARSEILLES, November 14th.

Princess Fusako, the sister of the Emperor of Japan has arrived.

THE LAUSANNE CONFERENCE.

ALLIED CONSULTATIONS.

LONDON, November 14th.

Anglo-Franco-Italian consultations preliminary to the Lausanne Conference have now been undertaken.

The British Government to-day is communicating its views on the Near East to Paris and Rome, after which the Allies will discuss their views diplomatically.

If the discussions prove satisfactory, Lord Curzon will go to Paris at the end of the week to interview M. Poincaré, then M. Poincaré and Lord Curzon will probably proceed to Lausanne to interview Signor Mussolini.

Lord Curzon insists that he will not agree to the opening of the Conference until the Allies have agreed to the programme.

The British Government has received the views of M. Poincaré, who agrees to the supreme necessity for a united Allied front, and says he is not aware of the existence of any Anglo-French crisis.

SPAIN, SWEDEN AND DENMARK INVITED.

PARIS, November 14th.

The *Petit Parisien* says that Spain, Sweden and Denmark have been asked to participate at the Lausanne Conference. France has agreed that their delegates shall be heard when economic and financial interests are being discussed.

SENSATIONAL SUGGESTION FROM ITALY.

LONDON, November 14th.

Authoritative British circles do not attach credence to the sensational suggestion in an Italian semi-official message from Constantinople that if Angora abstained from rash acts and no serious incidents occurred, the Allies would be ready to agree to Kemal's request for the withdrawal of Allied troops. It is pointed out that the Allied High Commissioners are not authorised to make any such promise, while the Mudania Convention clearly stipulates that Constantinople shall not be evacuated until a definite Peace Treaty is concluded.

BRITISH COMMISSIONER, PROCEEDING TO LAUSANNE.

CONSTANTINOPLE, November 14th.

Sir Horace Rumbold, the British High Commissioner, goes to Lausanne to-morrow, with the Italian High Commissioner, Marquis Garroni, who will be the principal Italian delegate.

AMERICAN OBSERVERS CHOSEN.

WASHINGTON, November 15th.

It is announced that the Government has chosen Mr. Child, Ambassador to Rome and Mr. Grew, Minister to Switzerland, as observers at the Lausanne conference.

GERMAN POLITICAL CRISIS.

CABINET RESIGNS.

BERLIN, November 14th.

The Social Democrats having refused to enter any Coalition Government that included the German People's Party, with which big industrialists like Stinnes are associated, the attempt to reconstruct the Ministry has been abandoned and the Cabinet has decided to resign.

RESIGNATION ACCEPTED.

LATER.

President Ebert has accepted the Wirth Cabinet's resignation.

STRIKES AND FOOD RIOTS.

BERLIN, November 14th.

At Duesseldorf a collision of strikers and police followed an attempt by the former to hold a meeting in defiance of police prohibition. One striker was killed.

LATER.

The newspapers report further food rioting in Cologne, where the police fired on the rioters, wounding a number. Rioting is also reported in Westphalia, where a number of shops were plundered. The strike at Duesseldorf is spreading.

HOME ELECTION CAMPAIGN.

BONAR LAW CONFIDENT.

LONDON, November 14th.

Mr. Bonar Law, addressing the Conservative Club at Glasgow, had considerable confidence that the Government would obtain a working majority at the elections.

UNEMPLOYED IN BRITAIN.

INCREASED NUMBERS.

LONDON, November 14th.

The Ministry of Labour announces that the unemployed in Britain on November 6th were 1,387,000, an increase of thirty thousand compared with the preceding week.

PILOT-LESS AEROPLANES.

AMERICAN ARMY TESTS.

WASHINGTON, November 15th.

The Army Air Service announces that successful tests have been made with automatically controlled pilot-less aeroplanes. Flights of over ninety miles have been recorded. Experiments have shown that it is possible to shoot pilot-less and bomb-laden aeroplanes at targets on or off the ground with astounding accuracy.

NEW YORK STOCK-BROKER SUICIDES.

WASSERMAN BROS. FAIL.

NEW YORK, November 14th.

The failure of Wasserman Brothers, a prominent firm of stock brokers, has been announced on the Stock Exchange, following the suicide of Jessie A. Wasserman, who shot himself.

THE IRISH REPUBLIC.

AMERICAN SYMPATHISERS ARRESTED.

WASHINGTON, November 14th.

Mrs. Muriel McSwiney, the widow of the Lord Mayor of Cork, and eight other female members of the American Association for the Recognition of the Irish Republic, were arrested while marching before the British Embassy with banners demanding the release of Miss Mary McSwiney, who is imprisoned in Ireland.

BROADCASTING SERVICE IN ENGLAND.

NEWS SERVICE INAUGURATED.

LONDON, November 14th.

The wireless broadcasting of news was inaugurated in Britain, to-night by the British Broadcasting Organisation, which holds the sole licence for broadcasting. The service is supplied by Reuters on behalf jointly of Reuters, the Press Association, Exchange and Central News.

FOREIGN EXCHANGES IMPROVE.

BRIGHTER EUROPEAN OUTLOOK.

LONDON, November 14th.

In London, foreign exchanges are better. This is attributed to the brighter European political outlook.

French francs touched 63.60 and finally closed at 68.70, and Belgian francs were 70.60 to 70.70.

Sterling on New York was quoted at 4.48 to 4.47.

German marks closed at thirty thousand to the pound sterling.

NEW FINNISH CABINET.

HELSINKI, November 14th.

A new Cabinet has been formed from the Centre Parties, by M. Kallio, who was Speaker in the old Parliament, with Ex-Premier Vennola, as Foreign Minister.

CARPENTIER-BECKETT FIGHT.

TO TAKE PLACE IN LONDON.

LONDON, November 14th.

A fight has been arranged between Joe Beckett and Georges Carpentier, to take place in London early in 1933.

FATAL AEROPLANE CRASH.

LE ROYCEST, November 14th.

An aeroplane competing for the Grand Prix for commercial aeroplanes, crashed near Vile Pinte.

The pilot, Poire, and his two mechanics were killed.

FINE COTTON SPINNERS' DIVIDEND.

LONDON, November 14th.

The Fine Cotton Spinners' and Doublers' Association has declared a dividend of eight per cent.

DEATH OF MUSIC HALL ARTIST.

LONDON, November 14th.

The death is announced of the music hall artist G. H. Chirgwin, who was known "as the white-eyed Kaffir."

OBITUARY.

COMMANDER MURRAY RUMSEY, R.N.

LONDON, November 14th.

The death is announced of Naval Commander R. M. Rumsey, formerly Harbour Master in Hongkong and a member of the Executive Council.

WORLD THEATRE.

"HIS GREATEST SACRIFICE."

A very sensational drama in seven parts, featuring William Farnum in the principal role, will be on the screen of the World Theatre to-night up to Saturday next. The story begins with Richard Hall's first experience of success in selling stories, he was written. His wife, Alice, the possessor of a beautiful voice, is pleased with his success but more interested in furthering her own career.

She meets James Hamilton musical agent who sees possibility in her and arranges an opera engagement with an impresario. Feeling that he is losing her, and mad with jealousy, Hall renounces her, quarrel and finally separates, Hall taking the child going to his mother. Unable to endure the separation, Hall goes to Alice. She refuses to return. Enraged, he kills Hamilton, who is in the room. At the trial, Hall is sentenced for life. After twenty years, he is released on parole. Alice has had a successful career as a prima donna, but is now put aside as her youth has passed. She wishes the companionship of her daughter. Hall, himself while seeking for work, meets his daughter and recognizes her. There are dramatic scenes between Grace, her rich wooer and her down-and-out father, but love triumphs and the end is as happy as it should be.

Delivering the inaugural address at the opening of the eighty-first session of the School of Pharmacy and the Pharmaceutical Society of Great Britain, Mr. H. J. Waring, Vice-Chancellor of the University of London, declared that the British Pharmacopoeia could be written down to one-quarter or one-tenth of its present size without any loss to the general community, and with enormous gain to the pharmacist and the practicing physicians.

RUSSIA AND THE ORIENT.

MOSCOW'S NEW POLICY TOWARD THE ASIATIC NATIONS.

Michael Farberman, a special correspondent of the London Observer, has written the following review of the policies and intentions of the Bolshevik Government regarding Asia. It is of timely interest in view of the recent Changhai conference and the approaching Russo-Chinese negotiations at Peking.

During my recent visits to Russia for the last few years I have become more and more impressed by the evidence of "Asiatism" prevailing in Russia. The life in the streets, the clothing and bargaining in the open markets, the crowds aimlessly strolling, the shops and the buyers, even the dress of the people—from the Muscovy Tartar style of the uniform of the red army and the dandified brimless Bokhara caps of the young blood—the very mentality of the people—are proof of Russia's gigantic stride back toward Asia.

This outward aspect is accompanied by a sort of reclusal ideology asserting Russia's cultural mission in the East. The old division of the Russian intelligentsia into Westerners and Slavophiles has now been given a perfectly new interpretation. The Westerners who looked upon Russia as part and parcel of general Western Europe and therefore believed that Russia had simply to adopt and assimilate Western culture, in ideas as well as in technique, now maintain that European culture is bankrupt and that the leading role is passing to Russia. The new Slavophiles on the other hand, dropped their idea of a Pan-Slavist Russian empire versus the Pangermanic idea, and declare that Russia's mission lies in the East.

The oscillations between these two ideologies mark the Soviet foreign policy, now one, now the other prevailing. Whilst Russia was isolated the Eastern policy held the whole field for itself. Europe—decayed, putrescent, in capitalist fetters—was looked down upon, and the flames of the proletarian revolution purified Europe. Socialist Russia could have nothing in common with her. The task of the Soviet diplomacy was, therefore, directed to the East. When, however, the blockade was raised, and thereby came the hope of a rapprochement with the West, the Eastern policy of the Soviets gave way to a policy of Western orientation. The "active" Eastern policy expressed in such hazardous enterprises as the Baku Conference, Persian adventures, etc., were not only given up, but Moscow experienced even a sort of shyness regarding them.

THE ORIENT FORGOTTEN FOR A TIME.

Since then the alternating chances of success or failure in rapprochement with Europe have always been accompanied by a corresponding rise and fall toward a revival of Soviet activity in the East. Last winter, when the Soviet Government confidently expected great results from the Genoa Conference, the Eastern orientation was completely forgotten. The "Eastern schemes" were so much given up that the Turks and the other Eastern friends of the Soviet Government became rather uneasy and began looking for friends elsewhere.

The defection of Enver Pasha is certainly explained by the marked indifference of the Soviets at that time to Eastern matters. As could be foreseen, the failure of the Genoa and the Hague conferences to agree on the Russian question has once more brought the East to the foreground. I meet in Moscow Soviet diplomats who were staunch adherents of a Western orientation—some of them even took part in the Genoa Conference—who are now enthusiastic supporters of an active Eastern policy.

Disappointment in obtaining help from Europe is now almost general in Russia, and all hope is now being concentrated on the assistance which may be obtained from a rapprochement with Persia, China and Japan.

Indeed, never was the activity of the Eastern department of the Soviet Government more intense than at present. Negotiations are carried simultaneously on with Persia, China and Japan. A trade agreement with Persia is being now negotiated in Moscow, and at Tehran, and is noteworthy that the road of the Persian mission to Moscow is Tagi Sade, one of the most prominent men of Persia, a democratic leader of the Persian revolution of 1908. By the way, it is significant that Tagi Sade insists on the abolition of the monopoly of trade, and demands for Persian merchants freedom of trade with individuals in Russia and unhampered trade facilities with the Caucasian Republic. The Soviet Government is very sensitive to the fact that Asiatic countries are unconsciously joining the West in their demand for the abolition of the monopoly of trade by the Soviet Government.

UNSUCCESSFUL IN CHINA.

Russian diplomacy in China has so far been unsuccessful, for the Chinese have demanded the unconditional return of Kuchika, the strategic key of the Russo-Afghan frontier. The relations between Afghanistan and Russia became strained from the moment Enver Pasha started his campaign against Soviet "Imperialism." Enver proclaimed as his object the self-determination of the Muselman peoples, and was hailed as the national hero throughout Afghanistan, while the Afghan Government conferred on him the highest military honour. As a result of the strained relations, the construction of railways and telegraphs, by Russia in Afghanistan, agreed upon by the Russo-Afghan treaty, have been indefinitely postponed.

THE IMPORTANCE OF TURKEY.

Russia's relations with Turkey are of greater importance than with any other Mohammedan country. It is realised now in Moscow that the policy of Angora towards Russia is dual. On the one hand, the Turks believe that Soviet Russia is their chief supporter in the struggle for full independence. On the other hand, they look on Russia as their rival in the aspiration to unite the whole Muselman world. There is little doubt that Angora is busily strengthening its ties with the Muselmans of the Caucasus, of Middle Asia and with the Tartars on the Volga. It is said that the Angora Government was so jealous of the Soviets convoking the Baku Conference that it intended to call a Pan-Islamic Conference in Angora in the autumn of 1921, but abstained from this project in order not to strain the relations with Russia at a critical period.

In spite, however, of this rivalry, and certain friction (as, for instance, Ali Fudai's sudden departure from Moscow as a protest against the arrest of certain members of his mission by orders of the Soviet authorities), Russia's support of Turkey remains the steady policy of the Government; as does Turkey's support of Russia, that of the Turkish Government.

On the whole, the relations of Soviet Russia to the East were a repetition of the tactics adopted by the Soviet in the West. Here and there, Bolshevism started by seeking sympathies of the masses and of the discontented elements, and trying to arouse them against their own governments and European Imperialism. But, gradually, the Communist propagandists originally despatched by the Soviets to the East are being replaced by diplomatic missions, and the stirring up of the Eastern peoples against their "despotic" Governments has been changed to the seeking of friendly relations with these very Governments.

RELATIONS GOOD.

The relations with Afghanistan, which have passed through various stages, are now considered very favourable, especially in view of the appointment of Vah Khan as the Afghan Minister of Foreign Affairs. He is taken to be a sincere Russianophile, and a special envoy in Russia during 1910-20. It is, however, not concealed that the awakening of Pan-Islamic tendencies is a factor threatening the friendly relations with Russia. The Afghan demand, as all the other Eastern nations do, the fulfilment

(Continued as foot of next column.)

MANILA AS A PORT OF DISTRIBUTION.

The Manila Times states:—

Concentrated action to the end of making Manila the greatest centre of distribution of goods in the Orient was advocated by Governor-General Wood in a statement made to Press representatives at Malacanan. The Chief Executive said he wanted to see all the different commercial bodies and chambers of commerce in the city working together to accomplish this end. In this connection, he made mention of desirable port improvements to enable Manila to handle more and bigger ships and greater quantities of cargo.

Governor Wood also stated he was anxious to see the drydock *Devey* brought to Manila from Olongapo. He said that one of the greatest needs of Manila as a port was a drydock big enough to handle ocean liners, and he said that the *Devey* was big enough for the purpose. He expressed his hope that the Navy authorities would see their way to consenting to have the big drydock brought here from Olongapo.

Finally Governor Wood said he was anxious to see more liberal shipping enacted here in order to improve inter-island shipping.

INTERNATIONALISATION OF INDIA.

Mr. S. M. Mitra writes to the *Sunday Times*:—

Mr. Harold Cox, in his article on India, says: "What would be thought of a man who suggested the Europeanisation of the Civil Services of Europe, with the possible result that a Pole might be placed in command of a district in Germany, an Italian in command of a district in France, and a troop of Germans as the chief officials throughout England? Yet that is precisely analogous to what Indianisation means in India." Mr. Harold Cox is evidently unaware that for over fifty years the deliberate policy of the Government of India has been the internationalisation of India. I give here over a dozen instances in which during the last half century, the Government of India have appointed Indian gentlemen, all of them members of the Indian Civil Service, having passed the examination in London, to manage the affairs of other races several hundred miles away from their own Provinces.

In 1864, Mr. Tagore, a native of Bengal was posted to Bombay; in 1876, Mr. Cursetjee (Bombay), to the United Provinces; in 1894, Mr. Dalal (Bombay), to the United Provinces; in 1895, Mr. Kershaap (Bombay), to Madras; in 1898, Mr. Patak (Bombay), to the Central Provinces; in 1901, Mr. Nanavati (Surat), to the United Provinces; in 1903, Mr. Latiff (Bombay), to the Punjab; in 1904, Mr. Cama (Bombay), to the Central Provinces; in 1906, Mr. Mehta (Surat), to the United Provinces; in 1908, Mr. Bhide (Poona), to the Punjab; in 1908, Mr. Rajan (Madras), to Burma; in 1908, Mr. Nanavati (Bombay), to Burma; and in 1910, Mr. Narsinga. Rau (Madras), to Bengal.

The result has been internationalisation of India, due to selection by the Government, and not through selection by the natives of India.

Returns issued in October for the first half of the current financial year show that revenue amounted to £240,893,412, and expenditure to £247,423,344, leaving a surplus of £56,469,568, of revenue over expenditure for the six months.

of Russia's revolutionary promises, namely, the return of the territory acquired by Russian expansion, particularly the return of Kuchika, the strategic key of the Russo-Afghan frontier. The relations between Afghanistan and Russia became strained from the moment Enver Pasha started his campaign against Soviet "Imperialism." Enver proclaimed as his object the self-determination of the Muselman peoples, and was hailed as the national hero throughout Afghanistan, while the Afghan Government conferred on him the highest military honour. As a result of the strained relations, the construction of railways and telegraphs, by Russia in Afghanistan, agreed upon by the Russo-Afghan treaty, have been indefinitely postponed.

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(Continued as foot of next column.)

IN A TIBETAN CITY.

GRUESOME CUSTOMS OF THE LAMAS.

A RECENT VISIT TO GYANTSE.

[BY CAPTAIN J. B. NOL, OF THE MOUNT EVEREST EXPEDITION.]

On the return of the Mount Everest Expedition I was sent by General Bruce to Gyantse in order to make a film there for developing the cinematograph film of the climbing on Everest, and also to produce other films illustrating Tibetan life, customs, and religion.

The mountainous country traversed by the Expedition was sparsely populated. Only one important town, Shekar, Dawa, was seen. Shekar, with its fortified rock towers on the summits of needle crags, and its great monastery built on the ledges of the precipitous mountain side, is typical of Tibetan monasteries and forts. Gyantse is much the same. The imposing Jung, on the crest of a rock rising 800ft. out of the plain, instantly commands attention when you approach from the Red Idol Gorge at the end of the hundred miles of road from Chari.

But Gyantse is greater than Shekar. It is one of the only three cities of Tibet. At first you see only the Jung and its rock but, approaching nearer and passing round the rock, you find the city and the huge monastery. Tiers of gompas and fine massive dwelling-houses of the Lamas, the lords of the land, terrace the hillside, and the whole is surrounded by a battlemented wall a mile in circumference.

The most interesting object in the Temple is the main idol in the inner shrine. This fantastic image, with its golden, jewelled face and its huge body of sheet brass, as it sits cross-legged and Buddha-like, measures 10ft. in height. In the portfolio of the Temple is painted, on the wall, one of the oldest original specimens of the "Wheel of Life." But in the darkness it is difficult to see it and to distinguish all the parts and the contortions of the spirits that wander in its heavens and in its hells. Above the Wheel of Life hang four mummied Yaks, rotten with age. They have guarded the Temple entrance from evil spirits for centuries past.

HUNTING THE EVIL.

At the Tibetan New Year is enacted at the Temple the annual ceremony of purifying the city of the evils of the outgoing year. The Lamas produce a beggar man who is willing, through fanaticism and promise of eternal merit, to risk his life in the strangest of ceremonies. Naked, he clothes himself in the putrid entrails of animals, with the vile, bloody intestines coiled round his head, neck, arms, and body.

He represents the evil, the disease, the ill-luck, and the bad things of last year. He runs out of the Temple door, and the mad populace beat drums and blow trumpets to frighten away the devil in him. They hurl stones and beat the beggar with sticks. They chase him through the streets out into the open country, if he does not get killed before!

After they have disposed thus of the troubles of last year the people seek omens for good fortune in the coming year. Each man leads his pony to a starting point outside the city. The ponies find their own way home without riders, and those that make their way straight home bring good fortune with them. Last year the Coong—one of the high officials of Lhasa—was in Gyantse. Nobody could dream of allowing his horse to go astray, so it was helped in by faithful servants, who ran behind it firing guns and yelling. So the horse came in all right, and good luck was assured to the Coong.

The most gruesome custom one can see at Gyantse is the disposal of the dead. At day-break the body is carried to the crest of a low hill, a mile from the city. After a Lama has said prayers and incantations over the naked corpse the professional butchers slice the body up with knives, cutting off, separately, the legs and arms, and lastly the head.

FEEDING THE VULTURES.

They hack and smash each member into pulp on a rock with hatchets, and throw it to the vultures, who stand waiting only a few feet away. The birds consume every particle of the flesh and the crushed bone. One man stands by to beat off the ravens, for the raven is unclean to the Tibetan, and only the vulture may eat his flesh. Although I had my cinematograph with me when I saw this burial, I refrained from photographing this custom. The thing was simply too awful and soul-stirring to photograph.

But the Tibetans thought nothing of it. The dead are taught to them, since the spirit has left and become reborn in another being, following its Wheel of Life and its eternal weary path to far off Karma. The relatives of the dead man consumed chug afterwards, and all became drunk.

A subject, however, that provided a most interesting moving picture was the Lama devil dancing at Tenjien Monastery, near Gyantse. Once a year it is the custom of the Lamas to hold these dance festivals, in order to acquaint the people with the demons of the Lamaist mythology which they will see and meet when they die. The Lamas, dressed in beautiful Chinese silks and wearing fantastic masks, dance to the character of the different gods and demons. They wear aprons of human bones; and they carry a ceremonial scarf (Khada) in one hand and a drum made from a human skull in the other.

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THE SALT OF THE SEA IN OUR LANGUAGE.

It has been said that the history and characteristics of a nation are hidden in its language.

As the rise and greatness of Great Britain can well be described as maritime, it is to be expected, that many expressions of a distinctly "briny" flavour will be found in our every-day speech.

Many are obvious, both as to their original and adapted meaning, such as "A snug berth," "On the rocks," "He veered round to my opinion."

Others are more complex and require some explanation. When a person is fore-stalled, he remarks, "He took the wind out of my sails." This is obviously nautical and was a manoeuvre of great importance in the days of actions between sailing ships. The expression, "A sheet anchor," is frequently applied to one who is reliant and trustworthy, yet few landmen have the slightest notion of what distinguishes a sheet anchor from any other. It is the third or additional anchor, and is only let go if the other two are dragging or have carried away—it is the forlorn hope among the anchors.

Even in slang this idiomatic feature is to be found. "Getting spliced" is slang for marriage, yet it is more apt than it first appears, for when sailors proceed to splice two rope ends together, and take the unfayed strands of each rope and fck them, preparatory to "tucking," the operation is known technically as "unriggering the strands."

It is very probable that the term "rake" as applied to a loose living or dangerous man, is of nautical origin. The pirate vessels of bygone days were built for speed, and to gain this it was considered that the masts should "rake" or slope well aft. Thus when a craft was sighted and reported to be of rakish appearance, it was advisable to take defensive measures.

Take the expression, "The devil to pay," the meaning of which is sometimes further mystified by the addition of the words, "and no pitch hot." But it is in this adjunct that the answer to the riddle is to be found.

The "devil" is the name given to the large seam or gap between the scuppers or waterways, running round the side of a ship's deck, and the ordinary planing forming the deck itself. To "pay" a seam is first to caulk it with oakum, and then run hot pitch in on top, this being done between every deck-plank to keep the whole water-tight. But the "devil," both from its shape and size, is always an awkward job, and this is not made any easier by not having any hot pitch ready. Thus the term, which originally applied to a tricky piece of nautical work, gradually came to cover any difficult task, and has no reference at all to the liquidation of a debt owing to his Satanic Majesty.

THOSE CUTE GERMAN TOYS.

The following is from an American paper:

A week or two ago there was placed on exhibition in a Missoula business house, a shipment of German toys which it was announced were to be sold for the benefit of wounded German soldiers. The public bought out the lot in short order and another order for seven boxes, it was stated, had been made.

Observing the promptness with which the public responded to the invitation to buy, Sergeant Tom Cummins, a Missoula soldier who fought in some of the large battles in France and was wounded, wrote to *The Missoulian* suggesting designs for the next consignment of German toys to be displayed in Missoula for the benefit of wounded German soldiers.

The remarks of Sergeant Cummins are perhaps bitter, yet his memory of the war, like the memories of his comrades who fought in the dirt and grime on foreign fields, is more vivid than those of us who remained at home during the great war. When he contemplated the lot of many American soldiers since the war, it is not surprising that his comment on the eagerness with which Americans buy German toys to help German wounded men, while there is so much to do here at home for our own men, is tinged with sarcasm.

In part he wrote: "I suppose I am too late to get in on this order, but would like to get in on the next shipment to offer a few suggestions for some of the cute little toys that I would like to have."

"For instance, order me several miniature size Belgian or French boys and girls with their left ears cut off, some with their right hands cut off, and several with their little breasts pierced with a bayonet. Also a Canadian soldier crucified to a barn door in northern France."

"Also order me some miniature size murdered priests, nuns, and ravished sisters."

"Also a miniature group of German soldiers—Edith Cavell's firing squad."

"By all means, one cute little toy of a Belgian refugee girl 18 years old that I saw with my own eyes, south of Verdun, with her left breast cut off, probably done by one of these now wounded German soldiers."

"I would also like to have a cute little toy modeled after the Prussian doctor who operated on Private Roberts of the State University of this city, while under the influence of ether he robbed this boy of his eyesight, leaving a cross on one of his sightless eyes."

"And now that the State Board of Education has appropriated \$15,000 for a memorial to be erected at the State University where the names of the student soldiers who died in the late war will be inscribed, I suggest at the unveiling of this monument, we order a full box of these cute little toys, a likeness of the American doughboy with his chest pierced by a German bayonet, that he received in place of a drink of water he begged for, to give as souvenirs to the mothers, sisters and sweethearts of these boys."

In an interview, ex-King Constantine declared that "being a King is no fun these days. It's hard work." He expressed the desire to live the life of a country gentleman.

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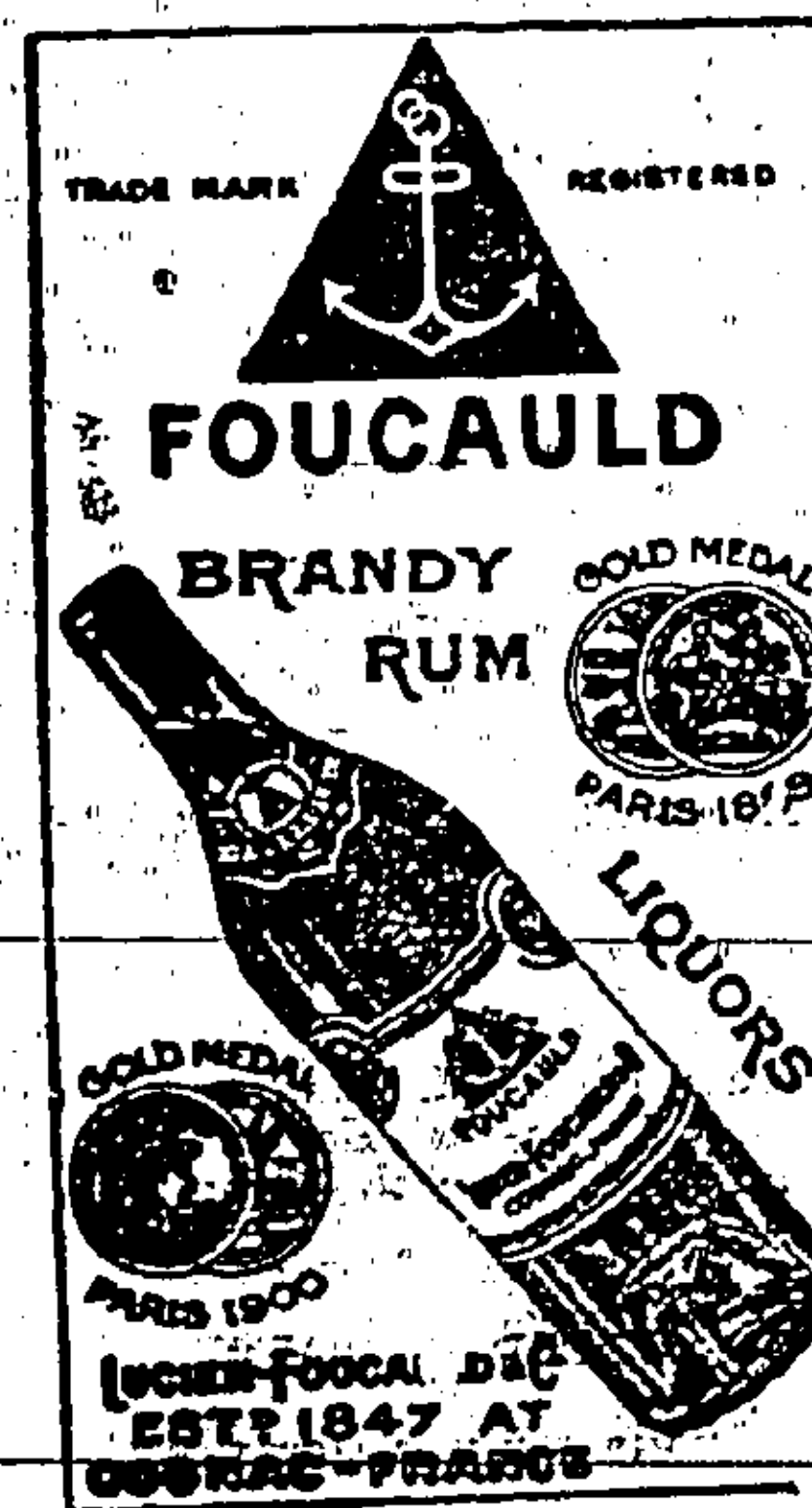


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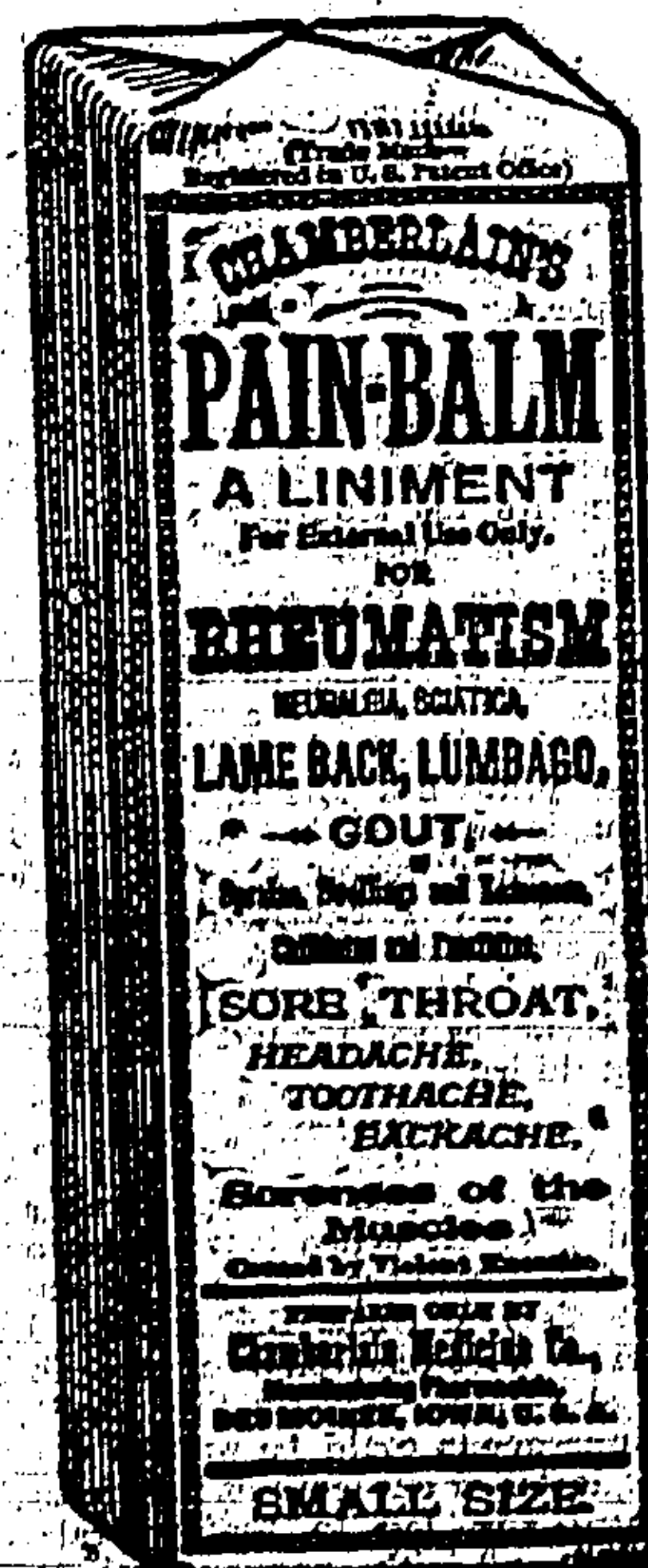
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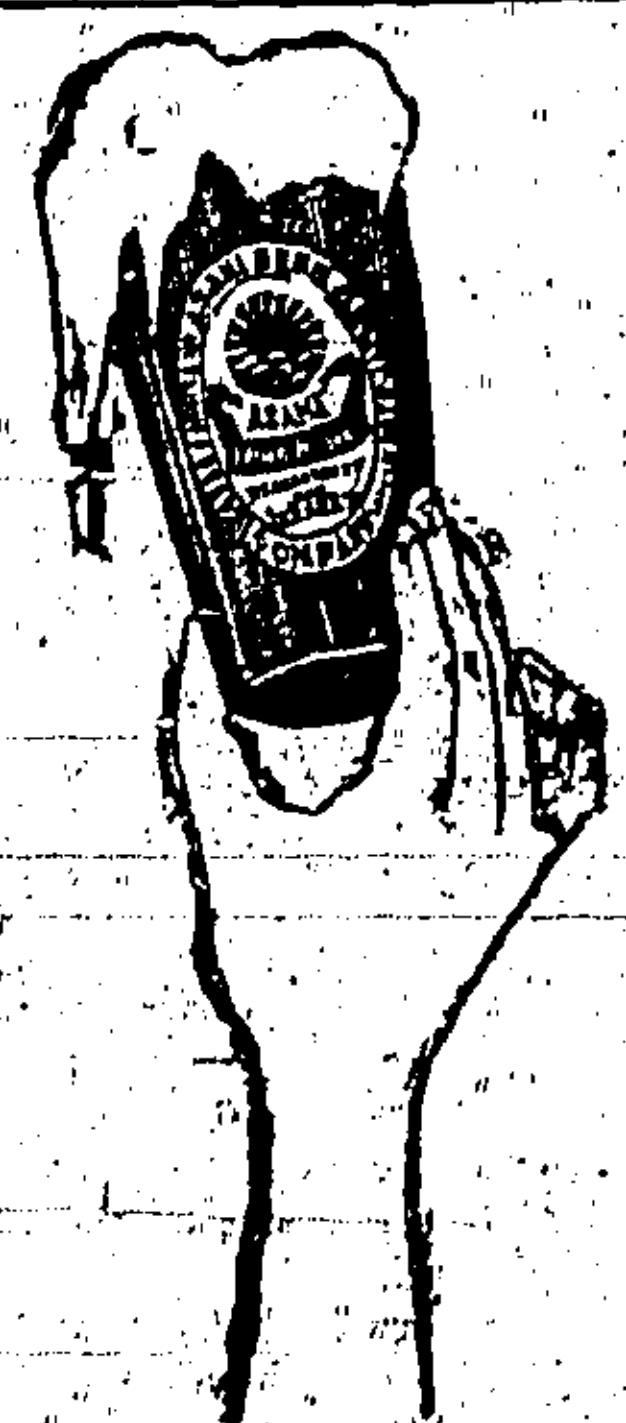
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CITY OF DAVID.

HISTORIC SITE TO BE
EXCAVATED.

[FROM A SPECIAL CORRESPONDENT TO
"THE TIMES."]

Among the obligations which Great Britain has incurred in accepting the Mandate for Palestine is that of setting up a departmental machinery for safeguarding the historic monuments of the country, and for the encouragement of archaeological research. This right and proper condition must be gratifying to all those interested in the history of the Holy Land—and who that reads these lines is not?—and it may be taken for granted that the "nationals" of other Powers, members of the League of Nations, will be watchful both of the status of equality which the Mandate secures to them and of all that the British Administration does or may neglect in the fulfilment of its trust.

It will, then, be pleasant to recall that before the Mandate was ratified Sir Herbert Samuel had already taken certain steps to protect the antiquities of the country and to ensure the rights of other Powers. Within a few days of taking office in 1920, he called on the staff of the British School of Archaeology in Palestine to organize a Department of Antiquities and a national museum; and shortly afterwards he approved the constitution of an Archaeological Advisory Board on which the archaeological societies of foreign Powers and the interested communities are represented. The functions of the Board, like those of the Department, are non-political; it advises the Director on all technical issues and in cases where conflicting interests might arise.

A provisional law of Antiquities for Palestine was promulgated, and has served its purpose well. It will now be modified in accordance with experience gained and the terms of the Mandate, and in conformity with expert opinion, both British and French. As the French Administration of Antiquities in Syria must work on parallel lines, a special effort has been made to bring the codes into agreement where differences might have appeared, and it is a happy augury to be able to state that, as a result of a series of conferences, all outstanding differences on matters of principle as between British and French experts and the Palestine Administration have been removed.

MOUNT OPHEL'S SECRETS.

A great international project, which I am able to announce for the first time, is about to be undertaken. This is nothing less than the complete excavation of the ancient City of David on Mount Ophel, which lies to the immediate south of the existing walls of Jerusalem. The proposal emanates from the Palestine Administration, which has issued invitations to all the countries and communities represented in Palestine, through the consuls and archaeological representatives, to participate in the work. As the invitation states, "it is considered that a work of such importance, on a site whose memories are sacred to many nations, should not be entrusted to the resources, however ample, or to the labours, however devoted, of a single scientific institution or nation. It is a work in which all should share, and we are already aware that many are anxious to take their part."

For a long time the true location of the City of David was disputed: three different expeditions have made separate efforts to probe the secrets of the Hill—the first, under Dr. Bliss, in 1896; the second, in 1909, by Captain Parker, whose results were interpreted by Père Vincent; the third and most important by M. Weill, in 1913-14. The results leave no further doubt on the main question; but large areas of the site still remain to be explored, including practically the whole of the original stronghold of Jebus, the palace and "Millo" of David, and, in all probability, the tombs of the Kings of Judah.

No one can fail to be moved by the prospect of memorable discoveries; and happily the opportunity is now open to the world of scholars. From the Pool of Siloam, which marks the southern apex of the site, upwards towards the southern wall of the city, an area of about ten acres has been reserved by the Administration, embracing the whole of the historic site and sufficient ground for spoil heaps. In the proposed methodical excavation, subject to such special regulations as the situation may call for, each society will receive its separate concession, and will be master of its own investigation.

The function of the Administration, and the International Board, will be limited to facilitating the task by arranging terms with the owners of the soil, co-ordinating the common effort, and safeguarding the remains. Should the discoveries justify such a course, it is proposed that the ancient city and all that may be found in it shall be laid bare, and be preserved as an historical feature of Jerusalem.

EAST OF JORDAN.

There is another field of archaeological research which, though not regarded administratively as part of Palestine proper, is none the less intimately associated with the ancient history of the Holy Land—namely, the great tract lying east of the Jordan, known in official language as Trans-Jordan. In this land, which it is hoped, the present Administration will develop and render more accessible to visitors, the sites of antiquity are less known, though from the point of view of pure archaeology, they are hardly less important than those of Palestine. Some of the existing remains, particularly those of Roman date, are, indeed, of incomparable grandeur.

The cities of the Decapolis are familiar from records of travellers to many, but the Administration would call particular attention to the unique opportunity which now offers itself at Jerash, the ancient

(Continued at foot of next column.)

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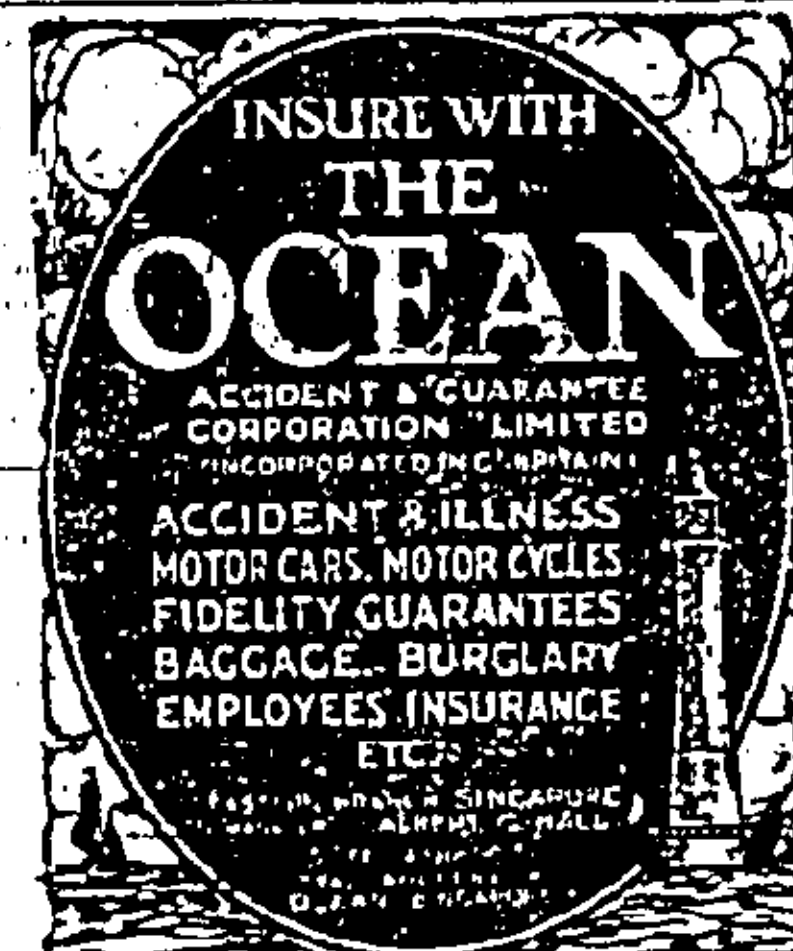
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MARTIN, Chemist, Southampton, Eng.

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Gerasa. Here the hand of time has dealt lightly, and wonderful monuments of the Roman city remain, some standing, others fallen as the result of earthquake shock and lying where they fell.

The modern neighbouring village, happily placed by the Turks on the opposite side of the valley, has already supplied its chief wants as regards building stone from that side, leaving the remains of the classical buildings practically intact. These include two first century temples, beautiful in design and execution; two theatres; in one of which the proscenium is well preserved; a triumphal arch, stadium colonnaded forum, and long colonnaded streets with decorated cross-roads; the ruin of another building, probably the Senate house; a basilica and several churches, without referring to the smaller monuments.

Altogether, this is one of the most imposing cities of the Roman Age. Numerous altars and inscriptions lie amid the ruins. A life's work lies before whoever will undertake the investigation of this classical site and the restoration of its monuments. The ideal organization would include an engineer with full equipment for moving blocks of stone and sculptures, many of which can be replaced, an architect trained in classical architecture, and an archaeologist, trained in field-work who would supervise excavation and in general direct the operations. The reward of the generous benefactor who will patronize the undertaking will be great indeed.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

KOBE via AMOY	... "KUTSANG"	Thursday, 16th Nov.	Noon
TSINGTAU via SWATOW	... "HANGSANG"	Thursday, 16th Nov.	10 a.m.
SHANGHAI	... "CHIPSANG"	Thursday, 16th Nov.	Noon
TIENSTIN	... "NAMSANG"	Thursday, 16th Nov.	3 p.m.
STRAITS & CALCUTTA	... "LEESANG"	Friday, 17th Nov.	10 a.m.
HAIPHONG via HOIHOW	... "YUENSANG"	Friday, 17th Nov.	3 p.m.
MANILA	...	...	...
TSINGTAU via SWATOW	... "YATSHING"	Tuesday, 21st Nov.	D.L.
SHANGHAI	... "CHANGSANG"	Tuesday, 21st Nov.	10 a.m.
BANGKOK via SWATOW	... "ESANG"	Tuesday, 21st Nov.	D.L.
SHANGHAI	... "CHINSANG"	Wednesday, 22nd Nov.	10 a.m.
BANGKOK via HOIHOW	... "HINSANG"	Thursday, 23rd Nov.	Noon
SANDAKAN	...	...	...
TSINGTAU via SWATOW	... "WINGSANG"	Thursday, 23rd Nov.	10 a.m.
SHANGHAI	...	...	...
TSINGTAU via SWATOW	... "KWONGSANG"	Sunday, 26th Nov.	D.L.
SHANGHAI	... "DRUFAR"	Monday, 27th Nov.	Noon
BANGKOK via SWATOW	... "KUTSANG"	Saturday, 9th Dec.	3 p.m.
STRAITS & CALCUTTA	...	...	...

CALCUTTA LINE — This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE — Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE — A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE — Sailings approximately weekly for passengers and cargo calling at Hoihow when indicated on offer.

BOERNEO LINE — Fortnightly sailings to and from Sandakan by two 5,000 tons steamers "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kudat, Jesselton, Labuan, Tawee and Lahad Dato.

TIENSTIN LINE — A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

BANGKOK LINE — A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about
Thursday 16th Nov., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS. CHINA & JAPAN SERVICE.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	25th Nov.	25th November.
"CARNARVONSHIRE"	...	1st December.
"GLENBEG"	...	13th December.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENGARRY"	29th Nov.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENIFFER"	7th Jan.	LONDON, HULL, ANTWERP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

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[16]

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Average Rates for Single Rooms (without Bath) including meals
\$5-6 in cities and some popular resorts.
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IN JAPAN - PROPER		
Chosenji (Nikko)	Kyoto	Nagoya
Lakeland Hotel	Kyoto Hotel	Nagoya Hotel
Kamakura	Miyako Hotel	Nara
Kashin Hotel	Matsushima	Nara Hotel
Karlsruhe	Park Hotel	Nikko
Milner Hotel	Miyajima	Kanazawa Hotel
Mampel Hotel	Miyajima Hotel	Kanazawa Hotel
Kobe	Miyajima Hotel	Kanazawa Hotel
Oriental Hotel	Fujiyama	Osaka Hotel
Tor Hotel	Nagasaki	Osaka Hotel
	Japan Hotel	

IN TAIWAN (FORMOSA)
Taipei — Taiwan Railway Hotel

IN CHOSSEN		IN MANCHURIA	
Manjo (Beaulieu)	Chosen Hotel	Changchun	Hotel (Mukden)
Manjo	Chosen Hotel	Yamato Hotel	Yamato Hotel
Manjo	Chosen Hotel	Yamato Hotel	Yamato Hotel
Manjo	Chosen Hotel	Yamato Hotel	Yamato Hotel
Manjo	Chosen Hotel	Yamato Hotel	Yamato Hotel

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BOUND VOLUMES of the HONGKONG
DAILY PRESS, January to June,
1922.
With Index. Price 7s. 6d.
On sale at the Hongkong Daily Press.

SHIPPING NEWS

ARRIVALS

November 15th.
Union, Dutch str., 1,115 tons, Capt. J. Baiker, from Singapore, with bulk oil—Atlantic Petroleum Co.

November 14th.
Huanyang, British str., 297 tons, Capt. Shunshing, Chinese str., from Canton. G. A. de Souza, from K. C. Wan, with a general cargo—Po On S.S. Co.

November 15th.
Chipsing, British str., 1,115 tons, Capt. W. S. Turnbull, from Swatow, with a general cargo—Douglas S.S. Co.
Hanoi, French str., 739 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo—P. A. Lapierre.
Hydrange, British str., 361 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo—Chiu On S.S. Co.

Indigirka, French str., 1,221 tons, Capt. J. J. Kowradzky, from Keelung, with coal—Suzuki & Co.

King Yuen, British str., 1,515 tons, Capt. E. P. Partridge, from Bangkok, with a general cargo—B. & S.

Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kai, from Tientsin, with a general cargo—Wai Hing & Co.

Kwaiyung, British str., 1,385 tons, Capt. A. Tucker, from Bangkok, with a general cargo—B. & S.

Sanuki Maru, Japanese str., 3,573 tons, Capt. I. Nirei, from Singapore, with a general cargo—N.Y.K.

Sinkiang, British str., 1,616 tons, Capt. C. W. Puckett, from Shanghai, with a general cargo—B. & S.

Seiya Maru, Japanese str., 4,770 tons, Capt. M. Yahara, from Milke, with coal—T.K.K.

Tai Sz Ma, Chinese str., 402 tons, Capt. Leung Hin Wa, from K. C. Wan, with a general cargo—Yan Fat S.S. Co.

Suwayang, British str., from Canton.
Telmachos, British str., 1,340 tons, Capt. W. Anderson, from Saigon, with rice and general cargo—Wo Fat Shing.

Yatshing, British str., 1,324 tons, Capt. N. W. Van Cortlandt, from Swatow, with a general cargo—J.M. & Co.

CLEARANCES

November 14th.
Providence, for Newchwang.

November 15th.
Chongwa, for Hoihow.
Gregory, for Singapore.

Huanyang, for Swatow.
Morvan, for Shanghai.
President Madison, for Shanghai.

Sanuki Maru, for Koba.
Shunshing, for K. C. Wan.

Sinkiang, for Canton.
Suwayang, for Amoy.

Taiyoku Maru, for Canton.
Tamun Maru, for Canton.

Tatryu Maru, for Canton.
Tean, for Haiphong.

Wusun, for Shanghai.
Yatshing, for Canton.

PASSENGERS

ARRIVALS

Per s.s. *Huanyang*, on November 15th: Mr. T. Loureiro, Mr. Hoche.

DEPARTURES

Per N.Y.K. s.s. *Jiki Maru*, for Australia: Mr. K. H. Annan, Mr. Beuwell, Mr. T. Y. Marshall, Mr. C. M. W. Reynolds, Mr. A. C. H. Roston, Mr. A. J. S. Kentwell, Mr. H. F. Morier, Mr. A. J. S. Stupp, Mr. T. Nagasaki, Mr. and Mrs. F. J. White, Mrs. Tyron, Lieut. Colonel and Mrs. W. W. W. and Mrs. L. B. Bertram, Mr. A. P. Gandon, Mr. A. M. Beart, Mr. H. J. Assmus, Mr. T. H. Morgan, Mr. F. F. Mann, Mr. and Mrs. Nelson, Mr. and Mrs. F. P. Kirby, Miss E. R. Wheeler, Miss E. R. Parmanand, Mr. K. Vensimal, Mr. W. Parmanand, Mr. Hensley, Mr. and Mrs. Clerk, Mr. J. R. Gray, Mr. C. W. Smith, Mr. W. Gaul, Mr. E. Frischpenke, and several Japanese and Chinese passengers.

SHIPPING MOVEMENTS

The Ben Line s.s. *Belgians*, from Middlebro', Antwerp and London, left Singapore for this port on November 14th, and may be expected to arrive here on or about November 21st.

The B.L. s.s. *Torilla* left Singapore on November 14th, and is due to arrive at Hongkong on or about November 21st.

The R.M.S. *Empress of Russia* arrived at Yokohama on November 14th, at 7 p.m., left Yokohama on next day at noon, and is due at Hongkong on November 24th, at 3 p.m.

The s.s. *Yangtze* (Blue Funnel), for Genoa, Marseilles, Liverpool and Glasgow, left Shanghai on November 14th, and is due here on November 19th, and will be despatched at noon on November 20th.

The s.s. *Antiochus* (Blue Funnel) left Port Said on November 11th for Boston and New York.

The s.s. *Peleus* (Blue Funnel) left Port Said on November 11th for London, Amsterdam and Antwerp.

The s.s. *Hyson* (Blue Funnel) left Port Said on November 15th for London, Rotterdam and Antwerp.

The s.s. *Ningchow* (Blue Funnel) arrived at Liverpool on November 12th.

VESSELS EXPECTED

Alcorno (Blue Funnel), due Nov. 23rd.
Awa Maru (N.Y.K.), due Nov. 27th.

Calchas (Blue Funnel), due Nov. 28th.
Calcutta Maru (N.Y.K.), due Dec. 3rd.

Elpenor (Blue Funnel), due Dec. 3rd.
Empress of Russia, due Nov. 24th, 3 p.m.

Kashgar (P. & O.), due Nov. 18th, noon.
Mentor (Blue Funnel), due Dec. 8th.

Mishima Maru (N.Y.K.), due Nov. 21st.
Neleus (Blue Funnel), due Nov. 24th.

President Wilson (P.M.), due Nov. 23rd.
Tango Maru (N.Y.K.), due today.

P. AND O. REPORT.

The accounts of the P. & O. S. N. Co., Ltd., to September 30th show that after providing for depreciation, also expense and discount on the issue of £2,500,000 debenture stock amounting to £191,854, 10s. 1d., credit balance, including £100,305 brought forward, is £74,501. This compares with £83,405 in the previous year when £111,939 was brought in. The dividend on deferred stock is 12 per cent. (sumo), and after providing £60,000 for debenture sinking fund, £101,799 is carried forward.

Fleet.—All the five steamers of the "B" class for the Company's Australian emigrant and cargo business via the Cape have been delivered and are in service. The *Egypt* was sunk in a dense fog, on May 20th, off Ushant. The certificate of the Commander, who had been all his life in the service of the P. & O. with an unblemished record and without an accident, was suspended for six months. He voluntarily sent in his resignation and has been granted the maximum pension under the Company's rules.

The *Madagascar*, which had been building at Birkenhead for four years, was delivered on September 10th. She is fitted with geared turbine engines, and though short of cargo her passenger accommodation is fully booked. The *Mongolia*, under construction at Messrs. Armstrong, Whitworth & Co.'s yard, at Newcastle on Tyne, was launched August 24th, and is expected to be delivered in the early spring. Good progress has been made with the *Malaya* and *Moetan*, and the latter should be ready for service in June next, and the *Malaya* in August. Great delay has occurred in the builders' yards owing to labour troubles.

Premiums.—The properties, 20 and 25, Great St. Helen's, at the back of the office, are being exchanged with the adjoining owners for the property facing Leadenhall-street, known as the "Ship and Turb" increasing the Company's Leadenhall-street frontage.

Summary.—The directors are preparing plans for several new mail steamers, and tenders for these will be called for as soon as the time appears favourable. There has been some slight improvement in the outward trade, but it is still very poor. The homeward trade naturally, to a great extent, is bound up with the outward, and current rates are to a great extent unremunerative. The Company's passenger trade is satisfactory, every outward vessel being fully booked at this season.

WEATHER REPORT.

November 15th, at 11:00.—Warning to Hongkong, Coast Ports, &c.: Depression or typhoon of unknown intensity within 60 miles of Lat. 18 deg. N. Long. 125 deg. E., moving N.N.W.

Nov. 15th, at 11:07.—Pressure has increased considerably over central Japan, and decreased moderately at Shanghai, I-shikijima, Koshu and Amoy. It is nearly stationary over the Visayas and at Hongkong.

The anticyclone is central to the north of Vladivostok.

At 8 a.m. this morning the typhoon appeared to be about 25 miles to the east of Amoy, moving N.N.W.

Hongkong rainfall for the 24 hours ending at 10 a.m., 15th Nov., 0.00 inch. Total since January 1st, 66.2 inches, against an average of 81.3 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST

Hongkong to Cap Rock: N.E. winds, moderate; generally cloudy.

Formosa Channel: N.E. winds, strong.

South coast of China between Formosa and Hongkong and Lamcocks: The same as Hongkong and Lamcocks. No. 1.

South coast of China between Hongkong and Hainan: The same as Hongkong and Hainan. No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 15th.

	Previous Day	On Date	On Date
	at 2 p.m.	6 a.m.	3 p.m.
Barometer	29.39	29.92	29.86
Temperature	76	69	79
Humidity	62	88	64
Wind Direction	E	Cal	W
Force	3	0	2
Weather	—	0	0
Rain	0.00	0.00	0.00

Highest open-air Temperature on 14th ... 79

Lowest open-air Temperature on 15th ... 68

HONGKONG TIDE TABLE.

From Nov. 16th to 22nd, 1922.

	High Water	Low Water
Day	Time	Time
Thur. 16	6:52 a.m.	1:23 p.m.
Fri. 17	7:56 a.m.	1:44 p.m.
Satur. 18	8:55 a.m.	2:41 p.m.
Sun. 19	9:55 a.m.	3:25 p.m.
Mon. 20	10:53 a.m.	4:10 p.m.
Tues. 21	11:49 a.m.	4:40 p.m.
Wed. 22	12:44 p.m.	5:23 p.m.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS

LOCAL NEWS.

The Paper to send Home.

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s.s. "CHINA" Nov. 27th.
 s.s. "NILE" Dec. 12th.
 s.s. "NANKING" Jan. 5th, 1923.

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For HAIPHONG via Hoihow & Pakhoi
 s.s. "TAKWA MARU" ... on or about 23rd Nov.

For KEELUNG via Swatow & Amoy
 s.s. "HOZUI MARU" ... on or about 23rd Nov.

For further particulars, please apply to—
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 SHIZUOKA MARU ... Wednesday, 20th Dec., at 11 a.m.

MARSHILLES, LONDON & ANTWERP via Singapore, &c.
 MISHIMA MARU ... Wednesday, 22nd Nov., at 11 a.m.
 HAKOZAKI MARU ... Wednesday, 29th Dec., at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.
 LISBON MARU ... First half of Dec.

LIVERPOOL via MARSHILLES.
 TATSUNO MARU ... First half of Dec.

SYDNEY & MELBOURNE via Manila, &c.
 TANGO MARU ... Tuesday, 19th Dec., at 11 a.m.
 YOSHINO MARU ... Tuesday, 18th Jan., at 11 a.m.

NEW YORK & BOSTON via PANAMA.
 TOTTORI MARU ... Wednesday, 22nd Nov.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape T.
 KAWACHI MARU ... Wednesday, 29th Nov.

BOMBAY via Singapore and Colombo.
 WAKASA MARU ... Monday, 27th Nov.
 KAMAKURA MARU ... Sunday, 10th Dec.

CAIRO via Singapore, Penang & Rangoon.
 CALOUTTA MARU ... Monday, 20th Nov.
 YATSEI MARU ... Wednesday, 29th Nov.

NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Friday, 17th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
 HARUNA MARU ... Sunday, 26th Nov., at 11 a.m.
 AWA MARU (calling Yokohama) ... Tuesday, 28th Nov.

For further information apply to—NIPPON YUSEN KAISHA.
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 Leave Hongkong 3rd Dec.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
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TO MANILA, SAIGON, SINGAPORE, BATAVIA,
 SAMARANG AND SOERABAYA.

U.S.S. "West Faron" ... Due Hongkong 26th Nov.
 Leave Hongkong 27th Nov.
 U.S.S. "Apus" ... Due Hongkong 12th Dec.
 Leave Hongkong 13th Dec.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
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 G. P. BRADFORD, Res. Agent.

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(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

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 "VAN OVERSTRATEN"

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UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF YORK" ... 22nd Dec. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF PARIS" ... 23rd Dec. ... Marseilles, London & Rotterdam.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... 23rd Dec. ... Marseilles & London.
S.S. "CITY OF YORK" ... 14th Feb. ... Marseilles & London.
S.S. "CITY OF SIMLA" ... mid. March ... Marseilles & London.
S.S. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE LTD.

REISS & CO., CANTON.

(Tel. Central 750)

BOSTON AND NEW YORK

(Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF CANTON" ... via Suez Canal ... 25th November.
S.S. "AGAPENOR" ... via Suez Canal ... 5th December.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON.

REISS & CO., CANTON.

M.

SERVICES CONTRACTUELS
des
MESSAGERIES MARITIMES

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailing for S'hai. and Japan.	Probable Sailing from Hongkong for Marseilles.
ARMAND BEHIC ...	...	...	28th Nov.
ANDRE LEBON ...	10th Nov.	14th Dec.	...
AMBOISE ...	24th Nov.	1st Jan.	...

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... £138. 14s. 0d. B CLASS (1st Class) ... £120. 6s. 0d.
STEAMERS (2nd) ... £101. 12s. 0d. STEAMERS (2nd) ... £86. 10s. 0d.

RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "C. RAMEL", sailing 17th Nov. for HAYRE, DUNKIRK & ANTWERP.

Sailings and dates subject to alteration without notice.

For further Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

(FOR)

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPOONG ... Capt. W. S. Turnbull ... Friday, 17th Nov. at 12 Noon.
HAIHONG ... Capt. W. O. Passmore ... Tuesday, 21st Nov. at 1 p.m.
HAIHING ... Capt. J. S. Thomson ... Friday, 24th Nov. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,

General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"NANKIN"	7,000	22nd Nov. 11 a.m.	Marseilles, London & Antwerp.
"SOUHAN"	6,700	23rd Nov. noon	S'pore, Penang, Colombo & Bombay.
"KARMA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"SICILIA"	6,700	17th Dec.	S'pore, Penang, Colombo & Bombay.
"KASHGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,500	10th Jan. 1923	do.
"SARDINIA"	8,500	24th Jan.	do.
"NELORE"	8,800	7th Feb.	do.
"DELTA"	8,600	21st Feb.	do.
"KALYAN"	9,000	7th Mar.	do.
"KARNAR"	8,500	21st Mar.	do.
"DONGOLA"	8,000	4th Apr.	do.
"NANKIN"	7,000	18th Apr.	do.
"KARMA"	9,000	2nd May	do.
"KHIVA"	9,000	16th May	do.
"KASHGAR"	9,000	30th May	do.

BRITISH INDIA - APCAR SAILINGS

S.S. "ARRATON APCAR" ... 4,600 ... 19th Nov. ... Singapore, Penang & Calcutta.
S.S. "TAKADA" ... 7,000 ... 22nd Nov. ... Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S. "EASTERN" ... 4,600 ... 29th Nov. ... (Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne).

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom, via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Royal Mail Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S. "KASGAR" ... 9,000 ... 20th Nov. 10 a.m. ... S'hai, Moji, Kobe & Yokohama.
S.S. "PORTICA" ... 5,300 ... 22nd Nov. ... Japan, Shanghai & Japan.
S.S. "PLASSY" ... 7,300 ... 2nd Dec. ... Shanghai.
S.S. "SICILIA" ... 9,700 ... 3rd Dec. ... Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Passage must defray their own Hotel expenses at Singapore while wait in the on carrying steamer.

First Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the case of the section of their P. & O. Tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.
Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to 10 p.m. on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

(1)

O. S. K.

SAILINGS (FROM HONGKONG SUBJECT TO ALTERATION)

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—
Monthly direct service via Singapore and Port Said.S.S. "SHUNKO MARU" ... Saturday, 16th Dec.
BUENOS AIRES, RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via SAIGON & SINGAPORE—PASSENGER SERVICE.
S.S. "SEATTLE MARU" ... Tuesday, 8th Dec.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE—SINGAPORE.

S.S. "HONOLULU MARU" ... Tuesday, 21st Nov.

S.S. "JAVA MARU" ... Tuesday, 5th Dec.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

S.S. "KISHU MARU" ... Saturday, 2nd Dec.

CALCUTTA via SINGAPORE & RANGOON.

S.S. "SEIKAI MARU" ... Tuesday, 19th Dec.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND ROUTE U.S.A. & CANADA—Passenger Service.

S.S. "HAWAII MARU" ... Tuesday, 25th Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

S.S. "HAMBURG MARU" ... Friday, 8th Dec.

NEW ORLEANS LINE via SUZUKI.

JAPAN PORTS—Kobe & Yokohama.

S.S. "ATLAS MARU" ... Thursday, 16th Nov.

S.S. "PARIS MARU" ... Tuesday, 12th Dec.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

S.S. "KALIO MARU" ... Every Sunday, 10 a.m.

S.S. "AMAKURA MARU" ... Every Sunday, 10 a.m.

TAKAO via SWATOW & AMOY.

S.S. "SOSHI MARU" ... Tuesday, 19th Dec.

For sailing dates and further particulars please apply to—

Tel. Central No. 4090.

K. SHIMA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORKS.S. "GAELIC PRINCE" ... 24th November.
S.S. "GOTHIC PRINCE" ... End of December.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3165.

(Incorporated in Great Britain)

31, George's Building.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOY & SHANGHAI	"SUIYANG"	On 16th Nov. D.L.
NEWCHWANG	"KANSU"	On 17th Nov. Noon.
SHANGHAI & TIENTSIN	"GUYENGLANG"	On 18th Nov. D.L.
HOIHOW & BANGKOK	"LINAN"	On 18th Nov. 9 a.m.
WHEIHOW, CHEFOO & TIENTSIN	"HUICHOW"	On 18th Nov. 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 19th Nov. 10 a.m.
SHANGHAI	"CHENGTO"	On 19th Nov. 4 p.m.
SHANGHAI & TIENTSIN	"YINGCHOW"	On 21st Nov. D.L.
SWATOW & BANGKOK	"KINGYUAN"	On 21st Nov. 10 a.m.
AMOY & SHANGHAI	"SOOCHOW"	On 23rd Nov. D.L.
SHANGHAI & TIENTSIN	"SUNNING"	On 25th Nov. D.L.
SHANGHAI & PUKOW	"LUCHOW"	On 26th Nov. D.L.
SWATOW & SINGAPORE	"KAYING"	On 26th Nov. 10 a.m.

SHANGHAI LINE—PASSENGER MAILS and CARGO
Excellent Saloon accommodation, electric fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Western China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.For Freight or Passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Telephone Central 26.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave H'kong. for Australia
"TAIYUAN"	1st Dec.	6th Dec.
"CHANGSHA"	30th Dec.	4th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares! Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.

Telephone Central No. 26.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
For NEW YORK & BOSTON via SUEZS.S. "KENDAL CASTLE" ... sailing on or about 22nd November.
S.S. "WRAY CASTLE" ... sailing on or about 30th December.

Passengers' Luggage can be insured at the Office of the Agents.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FLUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "NIPPON" ... sailing on or about 1st December.

FOR BRINDISI, VENICE & TRIESTE

S.S. "VENEZIA" ... sailing on or about 28th November.
S.S. "NIPPON" ... sailing second half of December.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMONA" ... sailing end of December.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

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PACIFIC MAIL S.S. CO.,

MANAGING AGENTS.

U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.TRANS-PACIFIC SERVICE
Freight and PassengersFare to European Ports U.S. \$320.50 First Class
Throughout.AMERICAN STEAMERS
SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULUS.S. "PRESIDENT CLEVELAND" ... Leaves Hongkong ... Arrives San Francisco ...
S.S. "PRESIDENT WILSON" ... Nov. 26th ... Dec. 14th.
S.S. "PRESIDENT TAFT" ... Dec. 6th ... Dec. 26th.
S.S. "PRESIDENT TAFT" ... Dec. 27th ... Jan. 18th, 1923.

Sailings and Fares subject to change without notice.

HONGKONG-MANILA SERVICE

S.S. "PRESIDENT WILSON" ... Leaves Hongkong ... Arrives Manila ...
S.S. "PRESIDENT TAFT" ... Nov. 27th ... Dec. 20th.

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG and RANGOON.

TAMPAJINTER-OCEAN S.S. CO.

For BAYANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "PATRICK HENRY" ... Dec. 7th.
For full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.
Telephone: Central 161. Cable Address: "SOLARO". Union Building, 2, Raffles Avenue & Canton—REISS & Co.

POST OFFICE NOTICE.

Parcels for delivery by any British Post Office Agency in China, excepting Canton and Weihaiwei, will not be accepted after 15th inst. From that date postage on all parcels addressed to China, excepting Canton and Weihaiwei, must be prepaid at the rates for "Chinese Post Offices" shown on page 70 of the Hongkong Postal Guide.

XMAS LETTER MAIL FOR ENGLAND.

Xmas Letter Mail for England will be closed in the G.P.O. per S.S. Empress of Canada on the 17th inst.
This mail is expected to reach London on December 21st.

It is advisable to register packages containing Xmas gifts when such are sent by letter post.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
AUSTRALIA & MANILA	Tung Maru	16th inst.
SHANGHAI & N. C.	Chang Maru	16th inst.
EUROPE via Suez (Letters and Papers)	Chang Maru	16th inst.
London, 15th Oct.		
SHANGHAI	Tung Maru	16th inst.
JAPAN	Chang Maru	16th inst.
JAPAN AND SHANGHAI	Chang Maru	16th inst.
STRAITS	Chang Maru	16th inst.

OUTWARD MAILS.

TO	PER	DATE
Amy	Chang Maru	Thursday, 16th, 10.30 A.M.
Tientsin	Chang Maru	Thursday, 16th, 11.00 A.M.
Straits, Calcutta and Aden	Chang Maru	Thursday, 16th, 1.00 P.M.
Swatow	Chang Maru	Thursday, 16th, 2.30 P.M.
Amy	Chang Maru	Thursday, 16th, 2.30 P.M.
Swatow and Wuchow	Chang Maru	Thursday, 16th, 4.30 P.M.
Amy	Chang Maru	Thursday, 16th, 5.00 P.M.
Hoikow and Haiphong	Chang Maru	Friday, 17th, 8.00 A.M.
Swatow, Amy and Fookchow	Chang Maru	Friday, 17th, 11.00 A.M.
Shanghai, N. China, Japan, Canada, U.S.A., Central & South America, & EUROPE via VANCOUVER B.C.	Chang Maru	Friday, 17th, 11.15 A.M.
due Vancouver, B.C. 4th Dec.		
Philippine Islands	Chang Maru	Friday, 17th, 2.00 P.M.
Shanghai and North China	Chang Maru	Friday, 17th, 5.00 P.M.
Hoikow and Bangkok	Chang Maru	Saturday, 18th, 8.00 A.M.
Swatow	Chang Maru	Saturday, 18th, 8.00 P.M.
Shanghai & Japan	Chang Maru	Monday, 20th, 8.00 A.M.
Straits	Chang Maru	Monday, 20th, 8.00 P.M.
Philippine Islands	Chang Maru	Monday, 20th, 8.00 P.M.
Bangkok	Chang Maru	Monday, 20th, 8.00 P.M.
Swatow, Amy and Fookchow	Chang Maru	Tuesday, 21st, Noon
Straits, Ceylon, Mauritius, S. Africa, India via Dardanelles, & EUROPE via MARSEILLE	Chang Maru	Tuesday, 21st, Noon
due Marseilles, 23rd December		

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

15th November, 1922.	
ON LONDON—	
Telegraphic Transfer	100/11
Bank Bill, on demand	100/11
Bank Bill, at 30 days sight	100/11
Bank Bills, at 4 months sight 2/5	100/11
Credit, at 4 months sight	100/11
Documentary Bills 4 months sight	100/11
ON PARIS—	
Bank Bills, on demand	830
Credit, 4 months sight	835
ON NEW YORK—	
Bank Bills, on demand	63 1/2
Credit, at 60 days sight	63 1/2
ON BOMBAY—	
Telegraphic Transfer	189 1/2
Bank Bills, on demand	189 1/2
ON CALCUTTA—	
Telegraphic Transfer	189 1/2
Bank Bills, on demand	189 1/2
ON SHANGHAI—	
Bank Bills, at sight	111
Private, 30 days sight	109
ON YOKOHAMA—On demand	111
ON MANILA—On demand	109
ON SINGAPORE—On demand	109 1/2
ON HANKOW—On demand	109 1/2
ON HAIKOW—On demand	109 1/2
ON RANGOON—On demand	109 1/2
ON BANGKOK—On demand	109 1/2
SOVEREIGN, Bank's Buying rate	8.10
GOLD LEAF 100 fine per tael	47.40
BAR SILVER per oz.	32 1/2